Spot Put Up \$8.75 a Bale and September \$7.50-Local Bears Settle at \$65 a Bale and Liverpool Bears at 670 -Bulls Said to Have Turned Bears.

An advance of 11/2 cents a pound, or \$7.50 a bale, in September cotton yesterday gave the shorts a terrific drubbing The price closed at the highest, which was 13.20 cents a pound. Spot cotton went up 1% cents to 18 for middling upland and 13.75 for middling Gulf. This is the biggest one day's advance in spot that has ever been recorded on the exchange.

The movement was looked upon as being in the nature of a dramatic ending to the bull clique's operations. The shorts have been rushing actual cotton forward, but the course of yesterday's market for September contracts showed that they had failed to bring enough here to cover their commitments. It was reported last night that settlements had been made by various local shorts with the bull clique at 13 cents a pound to an approximate total of 20,000 hales. Settlements were also reported to have been made by bears in the Liverpool market to a total of 5,000 bales at 7d. a

market to a total of 5,000 bales at 7d. a pound, or \$70 a bale.

It is known that some of the largest dealers in cotton in the local market were caught by the bull clique's operations and suffered large losses. The New Orleans men have had practically complete control ever since last June, and the corner which they engineered in the old crop months and which has extended over into the first new crop month—September—has affected the markets of the world. It resulted in the shutting down of mills both here and abroad and the reshipping to this country of American cotton which had reached Europe. It is reported in the trade that the bull clique, which is now closing up its corner operations, has gone short of the later new crop months.

crop months.

The total running stock of cotton now here amounts to 100,000 bales, so that the advance in spot cotton yesterday of \$8.75 a bale was equivalent to a gain in value on this stock of \$875,000 in twenty-four hours.

FLATBUSH FOLK MAY WIN. Commissioner Redfield Joins Opposition to Elevated Tracks.

Public Works Commissioner Redfield and Chief Engineer Brackenridge of the Brooklyn Rapid Transit Company have had a conference regarding the proposition of the company to build an elevated rail-road for the Brighton Beach trains from Prospect Park to Coney Island. The residents of Flatbush are fighting such a proposition and Commissioner Redfield fold Mr. Brackenridge that he was opposed

"I do not believe there is any excuse for such a structure," he said. "The Atlantic avenue elevated road is a disgrace and never whould have been allowed. The only proper way to do this work is to depress the tracks."

Mr. Brackenridge said that the people who opposed the elevated structure did not understand the plans and that if the tracks were depressed they would at times be under water and an adequate service could not be given. He said, however, that the company did not intend to oppose the wishes of the administration or that of the public.

RAILROAD EARNINGS.

 Chattanooga Southern:
 1908.
 1802.
 Changes.

 3d week Sept.
 \$2.214
 \$2,168 Inc.
 \$48

 From July 1......
 28,333
 28,191 Inc.
 142
 The Iowa Central Railway Company reports for the month of August: the month of August:

1908. 1902. Changes.

Gross earnings.......\$202,614 \$201,518 Inc. \$1,095

Op. exp. and taxes.... 164,171 168,685 Dec. 4,513 Net earnings...... \$38,448 \$32,838 Inc. \$5,610 Other income...... 9,462 3,804 Inc. 5,657 Net total...... \$47,905 \$36,637 Inc. \$11,267 \$73,629 \$64,903 Inc. \$8,726 14,319 9,531 Inc. 4,788 let earnings

MINNEAPOLIS AND ST. LOUIS.

The Minneapolis and St. Louis Raliroad Company reports for August: 1903. 1902. Cha \$265,058 \$807,023 Dec. 151,864 171,767 Dec. Gross earnings...... Net earnings......\$118,194 \$185,256 Dec. \$22,062 Other income.......16,860 12,122 Inc. 4,738 ..\$150,054 \$147,878 Dec. \$17,824 From July 1 to Aug. 31: Gross earnings......\$511,285 \$624,536 Dec.\$113,251 Op. exp. and taxes.... \$11,593 357,073 Dec. 45,480

Total income\$231,421 \$294,984 Dec. \$63,583 CANADIAN PACIFIC.

The Canadian Pacific Railway Company reports for August:

for August: 1903. 1902. Changes. Gross earnings ... \$4,076,153 \$3,554,184 Inc. \$521,099 Op. expenses 2,642,051 2,191,288 Inc. 450,763 Net earnings ... \$1,454,102 \$1,362,901 Inc. \$71,201 From July 1 to Aug. 31: Gross earnings ... \$8,073,497 \$6,800,805 Inc.\$1,272,692 Op. expenses 5,320,868 4,262,193 Inc. 1,058,675 Net earnings...\$2,752,629 \$2,538,612 Inc. \$214,017 The Southern Railway Company reports for August:

Net earnings . . \$1,168,691 \$1,065,567 Inc. \$113,124 From July 1 to Aug. 31: Gross earnings ... \$7,834,875 \$6,789,672 Inc. \$544,708 Exp. and taxes ... 5,264,438 4,942,132 Inc. 322,306 Net earnings ... \$2,069,937 \$1,847,540 Inc. \$222,397 The Pacific Coast Company reports for the month of August:

Net earnings.... \$113,976 \$92,006 Inc. \$21,970 From July 1 to Aug. 31:
Oross earnings...\$1,127,715 \$1,051,887 Inc. \$75,728
Oper. expenses... 895,317 844,197 Inc. 51,620 Net earnings \$281.897 \$207,790 Inc. \$24,107 CYNCINNATI. NEW ORLEANS AND TEXAS PACIFIC The Cincinnati, New Orleans and Texas Pacific Railway Company reports for August:

1908. 1602. Changes. Gross earnings. \$542,628 \$503,476 Inc. \$39,152 Oper. expenses. 414,907 \$76,214 Inc. 38,753 Net earnings .. \$127,601 \$127,262 Inc. \$399 From July 1 to Aug. 31: Gross earnings. \$1,177,516 Oper. expenses. 912,427 \$976,556 Inc. \$200,960 725,617 Inc. 186,810 Net earnings. \$265,089 \$250,939 Inc. \$14,150 | MEXICAN INTERNATIONAL. | The Mexican International Railroad Company reports for August: | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 1908. | 19

Net earnings .. \$215,587 \$197,869 Inc. \$17,718 From Jan. 1 to Aug. 81: Gross earnings...\$4,800,236 \$4,172,287 Inc. \$627,949 Oper. expenses... 2,920,988 2,579,577 Inc. 341,361 Net earnings .. \$1,879,298 \$1,592,710 Inc. \$286,588

The Alabama Great Southern Railroad Company sports for August: | 1903 | 1902 | Changes | 1908 | 1909 | Changes | 1908 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1909 | 1 Net earnings...... \$65,894 \$61,052 Inc. \$4,842 Net earnings \$121,158 \$111,101 Inc \$10,052

The Detroit and Mackinac Rallway Company re-ports for August:

Net earnings..... \$28.662 \$22.628 Inc. \$4.029 Net earnings...... \$ 1.850 \$42.816 Inc. \$3.084 The International Traction of Buryago.
The International Traction Company of Buffalo reports for August:

Gross earnings... \$429,980 \$389 588 Inc. \$60 446 Operating expenses 201,506 182,060 Inc. 18,436 Surplus...... \$02,060 \$58,067 Inc. \$88,394

SPECULATING WOMEN WEEP

When Taylor & Mandeville, Brokers, Sucpend-Liabilities Small.

When it became known in the brokerage office of Taylor & Mandeville, 60 Broadway, vesterday morning that the firm had suspended, several women became hysterical There were a lot of women in the customers room, and orders had been taken up to the time that word was brought from the floor of the Consolidated Exchange downstairs that stocks were being sold under the rule

that stocks were being sold under the rule for the firm's account.

Vice-President Wagar of the Exchange said that the firm had failed to settle with the Consolidated Clearing House differences amounting to about \$1,000. Under the rules members have twenty-four hours to settle before their final failure can be

announced.

H. B. Taylor, who was formerly a member

H. B. Taylor, who was formerly a member of the New York Stock Exchange, and who joined the Consolidated in 1801, and J. Arthur Mandeville compose the firm. Neither was at the office at the time of the suspension. Joseph E. Stuckert, cashier of the concern, said:

"Customers of ours failed to put up margins. The liabilities will be about \$10,000, but if we are able to collect claims that we have will be fully covered by the assets. Mr. Mandeville is a son of Dr. J. B. Mandeville of Newark. We did not make a specialty of women customers, but they liked our office and we didn't have the temerity to refuse them."

GOSSIP OF WALL STREET.

All the low prices of the day were made in the first quotations yesterday. Practically the first sales on the tape were of Steel common at 14%, the low record; Steel preferred, 58%, and Metropolitan, 99%. Pennsylvania opened up on London buying and, although there were his offerings by a Western house it held up. The strength of the market was so evident that floor members telephoned their houses that supporting orders were in, and many selling orders were withdrawn The over-night apprehension gave way quickly to a tone of confidence.

Traders were quick to follow the turn. Shorts began to cover Monday's short lines, and found difficulty in doing so except at reduced profits or actual losses. To facilitate the covering movement, stories were set affoat. Among these was the obviously labored one that A. J. Cassatt had resigned as president of the Pennsylvania, as a result of conlitions brought about by the slump. The bulls laughed at this effort which was promptly enied from Philadelphia.

Harris, Gates & Co. sold 10,000 Pennsylvania in the first half hour. Other sellers were Buckhout, Davis & Co. and I. N. Spie-gelberg. Content was bidding 115½ for

A favorable factor was the cessation of liquidation from Philadelphia. Philadelphia houses reported a little selling of Pennsylvania, Baltimore and Ohio, Reading and Metropolitan. It was said the pressure in that quarter was over, for the present at least, and later there was some buying from

Around noon most of the big houses were buying around the room, and the traders were trailing the upward swing. Harris, Gates & Co., Housman, MoIntyre & Marshall, E. & C. Randolph and Halle & Stieglit. bought big blocks. Flower & Co. and E. & C. Randolph bought Brooklyn Rapid Transit. McIntyre & Marshall bought Copper and St. Paul, starting the upward movement in St. Paul. Groesbeck & Co., J. H. Davis and Content were buyers of Steel

Shortly after noon, and at intervals thereafter, on the tops of rallies, some of the hardened bears put out lines of short stocks. The attitude of Western houses clear. They seemed to buy freely. A private despatch from Chicago said that one house there had liquidated freely.

There was evidence of good buying of Union Pacific and Southern Pacific. Brokers thought to represent Kuhn, Loeb & Co. and other Harriman interests were heavy buyers. Harriman & Co. bought 5,000 shares of Union Pacific, and another block of 6,000 shares went into friendly hands. The buying of Southern Pacific was done by Housman, Pearl & Co. and others. Baltimore & Ohio was bought by banking interests.

The Rock Island crowd, which is closely \$87,948 \$74,433 Inc. \$18,515 watched by the traders, is said to have been heavy buyers of both issues on Monday and yesterday. The common advanced 31/2 points yesterday to 25% on sales of 22,000 shares.

> A house which does a large foreign business was a buyer of United States Steel 5 per cent. bonds. The buying was for foreign account. The bonds opened down %, but advanced from 68 to 70% before the close. A member of this house said that it had many oustomers who were only waiting to be told that the worst was over to come into the market. The house bought around the room during the day.

> There was a strong tip out on the floor to buy Erie. It was said in defence of the tip that the stock was to be supported hereafter no matter how the general market went. The action of the stock on Monday in the face of a declining market was recalled It closed yesterday at 26%, an advance of

> There was also a tip out to buy Chicago and Alton. The information was that the common stock would go up 20 points inside of six months. It is now at 21, an advance of 2½ points over Monday's close. It was asserted that the buying yesterday was good.

> London trading yesterday was estimated at about 60,000 shares. It was thought that about 20,000 shares were bought in the first hour, but there was selling later, as the London market failed to rally as fast as this market. In the last hour there was more buying for London account, as sentiment there according to the cables had undergone a marked change. On this buying and support by banking interests the market became notably strong. Pennsylvania, United States Steel and other weak issues of Monday and the morning trading led the way, running up or % between sales. The buoyant tone of the Steel issues was shown in the advances of 1% in the common and 2% in the preferred over Monday's close.

> One broker summed up the difference between Monday's market and yesterday's this way: "On Monday there were two sellers to every buyer. To-day there were two buyers to every seller."

The traders think that Sugar has been going into strong hands on the decline. Yesterday 108% was bid at one time with no offers under 110. This would denote a decided scarcity. It closed at 111%, 2% points over Monday.

In the loan crowd last night there was even less demand for stocks than on Monday, where the demand was less than on Saturday. Pennsylvania was most sought, while Union Pacific, St. Paul and New York Central were also in demand. Everything loaned at the prevailing rate.

In the crowd New York Central was next to Pennsylvania in demand. The call for the stock is thought to have been due to a before-the-opening tip which went wrong, for the day at least. The tip was to sell Central, and that it found followers the loan demand seemed to indicate. After going to 114% on the selling following the tip, the stock rallied and closed at 118%, 1% points above Monday's close

lerespective of the attitude of their kin on the big Exchange there is said to be a very stubborn short interest on the Consolidated. it felt the effects of the ries yesterday and reeated, but for the most part in good order and anxious to come buck sgain

The general charge in settiment follow ing yesterday's upward turn was reflected in the market letters sent out last night by prominent Stock Exchange houses For some time the tone of these letters has been one of extreme conservatism Last night, however, this attitude was shaded to one calculated to provoke purchases. The letters, on the whole, exhaled cheerfulness. PINANCIAL.

To the Holders of

25 Broad Street. New York, August 10, 1903.

First Consolidated Income Bonds Second Consolidated Income Bonds

Registered Income Bonds Mexican Central Railway Company, Limited.

For and on behalf of Mexican Central Railway Company, Limited, Ladenburg, Thalmann & Co. hereby make the following offer to any and all of the holders of the above income bonds:

Provided that bonds of the above issues to an amount satisfactory to Mexican Central Railway Company, Limited, be deposited in accordance with the terms hereof, Mexican Central Railway Company, Limited, will deliver through the undersigned in exchange for the Bonds deposited hereunder its Pive-Year Gold Collateral Trust Debenture Certificates of 1998, bearing interest from October 1, 1803, payable semi-annually at the rate of 8% per annum for three years, and at the rate of 4% per annum for two years thereafter, and redeemable at the option of the Railway Company on any interest date at par thirty days' notice, as follows: For each First Consolidated Income Bond of the par value of \$1,000 so deposited, two hun

For each Second Consolidated Income Bond of the par value of \$1,000 so deposited, one huntred and forty dollars (5140) par value in the Debenture Certificates, and for each Registered me Bond of the par value of \$1,000 so deposited, one hundred and ferty deliars (\$140) par

value in the Debenture Certificates.

The Debenture Certificates, if the plan outlined be effected, are (subject to the right of exchange and substitution herein below set forth) to be secured by the income bonds deposited under this offer, and in such event they shall be delivered to the Trust Company named as Trustee in, and are to be thereafter held by it subject to, the provisions of a Collateral Trust Agreement, to be approved as to form by Ladeaburg, Thalmann & Co., and as to legality by their counsel.

Back depositing bondholder authorizes the Railway Company, at its election, to exchange and substitute bouds of the Railway Company of other existing classes, for second consolidated income and registered income bonds when deposited under the Collateral Trust Agreement, upon such a ratio of exchange as Ladenburg, Thaimann & Co. may approve. The Collateral Trust Agreement may contain provisions

be attached thereto or deposited with the depositary at the same time as the bond. In any particular ase bonds with missing coupons may be received by the depositaries on terms approved by the Railway Company. Registered bonds deposited hereunder must bear or be accompanied with a suitable power of attorney insuring their transferability by delivery.

Debenture Certificates will be issued only in the denomination of one hundred dollars (\$100) each Non-interest bearing script will be issued for fractional amounts, convertible on or before January 1, 1994, into Debenture Certificates when amounts sufficient to make a whole Debenture Certificate are presented.

adenburg, Thalmann & Co., with The Equitable Trust Company of New York, No. 25 Nassau Street, New York City, or with the Old Celeny Trust Company, Boston, or with the Hissinsippi Valley Trust Company, St. Louis, or with Messrs. J. Heary Schroeder & Co., No. 145 Leadenhall Street, London, E. C., England, before the close of business on SEPTEMBER 4, 1903, unless the Railway Company shall elect, upon such terms as it may see fit, to extend the time for deposit under this offer

Each depositor shall receive for his deposited bonds a deposit receipt, in form approved by the unersigned, transferable by delivery, entitling the holder, on the surrender thereof, at such date as the Railway may fix by newspaper notice published in New York, Boston, St. Louis and London, to the delivery of Debenture Certificates as herein above provided for, or temporary certificates therefor, or at the option of the Railway Company, to the return of the securities represented by said deposit receipt.

For MEXICAN CENTRAL KAILWAY COMPANY, Limited.

LADENBURG, THALMANN & CO.

25 BROAD STREET.

First Consolidated Income Bonds Second Consolidated Income Bonds Registered Income Bonds

Mexican Central Railway Company, Limited.

Referring to our offer dated August 10th, 1908, the time for the deposit of bonds thereunder is hereby extended to the close of business on September 30, 1903.

For MEXICAN CENTRAL RAILWAY COMPANY, Limited.

LADENBURG, THALMANN & CO.

The City of Tiffin, Ohio, will receive bids until October 19, 1908, for a twenty (30) year water-works franchise.
For particulars address JOHN E. DIEMER, City Auditor. TO THE HOLDERS OF INCOME BONDS OF THE MARK L. LEISTER, Mayor.

NATIONAL BANKS PROSPER. Report for the Quarter Ended Sept. 9

To the Holders of

-Individual Deposits Decrease. WASHINGTON, Sept. 29.-More than 100 new national banks were organized in the three months ended Sept. 9, and the total circulation of the banks, notwithstanding recent retirements on account of the high price of Government bonds, increased

from \$359,261,150 to \$375,037,815.

The Treasury officials are much encouraged by the fact that the net reduction in bonds pledged for circulation in the present month has been only about \$135,000. The Comptroller of the Currency made public to-day his report of the condition of the national banks at the close of business on Sept. 9. The last previous report was for June 9. In the three months period number of banks increased from 4,939

0 5.042. The aggregate loans and discounts increased from \$3,415,045,751 to \$3,481,446,772, the United States bonds to secure circulation from \$308,941,370 to \$381,568,980, and the United States bonds to secure public deposits from \$135.845.870 to \$138,040,020. The volume of circulation has increased The volume of circulation has increased from \$359,261,150 to \$375,087,815. The net reduction in bonds pledged for circulation in the present month has been only \$135,000. Treasury officials are satisfied that Secretary Shaw's plan increasing the available money

to avoid a monetary stringency has not to avoid a monetary stringency has not gone entirely astray.

In the three months referred to the national banks have prospered remarkably. The aggregate resources rose from \$6.286,935,106 to \$6.310,429,966. The capital stock on Sept. 9 was \$753,722,658, as against \$743,506,048 on June 9. In the same period the surplus fund, which aggregated \$359,253,429 on June 9, increased to \$370,390,684, and the undivided profits increased from \$183,180,107 to \$185,980,765. The individual \$183,130,107 to \$185,980,765. The individual deposits, which are regarded as a good index of the general prosperity, declined, however, from \$3,200,903,509 to \$3,156,333,499.

Greene Consolidated Copper Report.

President Greene, of the Greene Consolidated Copper Company, in a circular stockholders summarizing the operations for the year ended July 31 the operations for the year ended with 31, 1903, says that during that period there were extracted and treated 333,329 tons of ore, yielding 42,310,544 pounds of pure copper, 397,426 ounces of silver and 2,392 ounces of gold, having a gross value of \$5,706,191. The company on July 31 had the property of the control of \$1,706,191. cash and cash assets amounting to \$1,451,-726, against which there were notes and accounts payable amounting to \$1,172,248.

The capital stock issued is now \$7,200,000. The book surplus is \$5,730,307.

F. S. Curtis an Old Colony Director. At the annual meeting of the stockholders of the Old Colony Railroad Company at Boston yesterday Fayette S. Curtis, fourth vice-president of the New York, New Haven and Hartford Railroad, was elected a di-rector, taking the place of John M. Hall, retired. The directors were authorized retired. The directors were authorized to issue \$1,248,000 for the refunding of issuedue in April and July, 1904, and President Choate said that there was a possibility of issuing a part of this amount in stock instead of bonds.

American Can Company Finances. The American Can Company, in a financial statement issued yesterday, reported profits as follows: To end of fiscal year March 31, 1903, \$2,113,748; April 1, 1903, to Aug. 31, 1903 (five months), \$1,731,202. The profits shown in the annual statement of March 31, 1903, of \$2,002,274 were reduced by \$548,528, this amount being written off, after the annual meeting, for depreciation of securities held in the treasury of the

Norfolk and Western Presidency. L. E. Johnson, vice-president and general manager of the Norfolk and Western Railroad, is, it is expected, to be elected president of that company at a meeting of the directors in this city to-day. Since the death of President Eimball, Henry Fink, who is chairman of the board, has been acting president.

Mexican Central Railway.

At a meeting of above bondholders held this day the undersigned were duly appointed and author ised to act as a protective committee of the bond

We therefore call upon all income bondholders who are dissatisfied with the offer of the com-pany, made through Ladenburg, Thalmann & Co., to deposit their bonds with the Continental Trus Company, 26 Broad Street, New York City, or with the American Loan and Trust Company, No. 53 State Street, Boston, Mass., under a plan of agree the Secretary of the Committee or from either of the above trust companies upon application Dated September 28th, 1903.

BENJAMIN F. TRACY, Chairman SIDNEY J. SMITH, OTTO T. BANNARD, J. W. HENNING, D. S. RAMSAY, N. W. JORDAN. JAMES HAROLD WARNER, Counsel. 40 Wall Street, New York City. BRYANT W DINSMORE Secretary

THE AUDIT COMPANY OF NEW YORK.

AUGUST BELMONT. Acting President. WILLIAM A NASH, JOHN J. MITCHELL

Vice-Presidents. THOMAS L. GREENS. Vice-President and General Manages. SEORGE W. YOUNG, Treasurer,

Audits. **Examinations**, Appraisals

NEW YORK, Mutual Life Buildings.

43 Cedar Street. Chicago Philadelphia.

INTERNATIONAL PAPER COMPANY. In accordance with the provisions of the Deed of Trust of the International Paper Company, dates September 6, 1898, the Trustee has this day dea ignated by lot the following bonds, issued under said Deed of Trust, to be recience at the office of the Trustee, on October 30, 1965, at par and accrued interest, via Nos. 14, 25, 50, 66, 165, 185, 222, 229, 238 and 284.

terest on said bonds will cease from October 30, 1908. CONTINENTAL TRUST COMPANY OF THE CITY OF NEW YORK, Trustee. 26 Broad Street, New York. Sept. 25, 1908.

HOTELS AND RESTAURANTS

WHERE TO DINE Tel. 6050 Ale. a le carte-Toh., Table d'hote.

ant a la carte

Supper.

Cafe des Beaux-Arts:
Select and Exclusive Restaurant.
Parisian Dinner, \$1.25.
With Imported Wine.
\$1.50. Orchestra.
(Hours, 6 to 9 P. M.)
Hotel Lafayette
Old Hotel Martin.
University Pl. & 9th St. Music by Strettl's Orch. University Pl. & 9th St. Allestey Stretti's Orch.

Cafe Boulevard 2d Ave. & 10th St. Ale. & Tab. Hungarian Orchestra.

Burns' World Renowned Restaurant.

45th St. & 6th Ave. Fine Orchestra.

Terrapin, Game, Shellian.

Healy's B'way, Co.l. Ave. & 68th St., offers tonights good orchestra & fine alc. dinner.

1ack's 48d St. & 6th Ave. | Noted for shell-fath St. & Columbus | fish and game.

Broadway Central 3d St. & B'way. American

Broadway Central 3d St. & B'way. American

Dinner, 78c., 535 to 8 P. M.

Harlem Casine 124th St. & 7th Ave. Alc. tdh.

Little Hungary St. F. Hunston St. Tdh. with wine. Music every evening. Neapolitan Mandolinists & Singers. Tues, Wed. Thurs.

'The Rigito' B'way & 36th St. Ladies' Parior

politan Mandolinists & Singers. Tues., Wed., Thurs.

The Righto "B'way & 36th St. Ladies' Parlor upstairs. A la carte & Evy Comoert.

Sussissing Lunch and Dinner.

Lunch and Dinner.

Pabet's Lunch and Dinner.

Grand Circle Alc. Bus. Men's lunch. Tdh. dinner.

Sun., 12 to 3, Music by David Bimberg

Ardin French table d'hote, 55c. (with wine).

YeOldeTavern 161 Buanest. Quaint aurroundings

Terrace Garden Singers.

Westerly "debte. & Grobestral Concerts.

Westerly Tab. & a la carie. Henry Hissel, Prop.

Hotel St. George Nt. George, Nt. A spiended

Boston Autumnal Tours VIA ALBANY \$5.00.

EXCURSIONS.

HUDSON RIVER DAY LINE PEOPLE'S EVENING LINE. ON FRIDAY, OCTOBER 2D.
AND TUESDAY, OCTOBER CTE.

Albany to Boston through the Borkshires, via Boston & Maine R. R., Oct. 2d tour, or Boston & Albany R. R., Oct. 4th tour. RIVER, MOUNTAINS, CITIES, SOUND. 255 MILES BY STEAMER, 250 MILES BY STEAMER, ALL FOR \$5.00.

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to Boston and back by Providence Line Sound
steamers, 35. See Hudson River Day Line and
People's Evening Line Advts.

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OCEAN STEAMERS.

COMFORT is a most attractive Autumn trip

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Kronprinz. Oct. 6, 4 PM | Kalser ... Oct. 27, 10 A M Kalserin ... Oct. 10, noon | Kronprinz ... Nov. 3, 3 PM K Wm. II. Oct. 20, 3 PM | K.Wm. II. Nov. 17, 2 PM OELRICHS & CO., 3 BROADWAY, N. Y. JAPAN-CHINA Hawaii and Philippine Islands. PACIFIC MAIL S. S. CO.
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Doric Oct. 7 Coptic Oct. 31 Nippon Maru Oct. 15 America Maiu Nov. 10 Siberia Oct. 28 Korea Nov. 18 For freight, passenger and general information apply at 349 Broadway or 1 Broadway, Washington Bldg., and 287 Broadway, N. Y. City. WATERWAYS

Southern Pacific Elegant New Passenger Steamships New York to New Orleans.
Leave New York every Wednesday at noon,
arriving New Orleans Monday.
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For further information address 349 Broadway, or
1 Broadway, Washington Bidg.

AMERICAN LINE NEW YORK—SOUTHAMPTON—LONDON. St. Louis, Sept. 30, 10 A.M. | Phila....Oct. 14, 10 A.M. | New York. Oct. 7, 10 A.M. | St. Louis, Oct. 21, 10 A.M. RED STAR LINE. NEW YORK—ANTWERP—PARIS.
Zeeland. Oct. 3, 19 A. M. Vaderland, Oct. 17, 10A.M. Finland. Oct. 10, 10 A. M. Kroonland, Oct. 24, 10AM.

Piers 14 and 15 N. R. Office, 73 Broadway, N. Y. CANADIAN PACIFIC RAILWAY. Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands.

Emp. of India ... Oct. 5 Emp. of China ... Nov. 30 Emp. of Japan ... Nov. 2 R.M.S. kin adan Dec. 14 R.M.S. Tartar Nov. 16 Empress of India, Dec. 28 Hawalian, Fiji Islands, Australia and New Zealand. Aorangi Nov. 13 | Moana Dec. 11 For rates and information apply at 853 & 1 B'way. CUNARD LINE. TO LIVERPOOL VIA Queenstown. Lucania. Oct. 3, 2 P. M. | Cabria. Oct. 24, 8 A. M. Etroria. Oct. 10, 8 A. M. | Lucania... Oct. 31, noon. Campania. Oct. 17, 2 P. M. | Etruria... Nov. 7, 7 A. M.

MEDITERRANEAN SERVICE.

Aurania ... Oct. 20, 1903 | Carpathia ... Nov. 24, 1903

Carrying only 2d cabin and third class passengers.
From Piers 51-52, North River.
VERNON H. DROWN & CO., Gen. Agts., 28 B'way. ANCHOR LINE, Glasgow and Londonderry. Ethiopia Oct. 3, noon Columbia Oct. 17, 3 PM Anchoria Oct. 10, noon Furnessia. Oct. 24, noon First saloen, \$50 to \$100.

Second cabin, \$55 and up; third class, \$26 and up.

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WHITE STAR LINE. NEW YORK-QUEENSFOWN-LIVERPOOL Teutonic, Sept. 30, noon | Gardanic Oct. 7, noon Vable, Oct. 2, 2:30 P. M. | Cedric Oct. 9, 7 A. M. Pier 48, North River. Office, 9 Broadway, New York. ATLANTIC TRANSPORT LINE, NEW YORK-LONDON DIRECT.

Minnehaha. Oct. 3, 3 P.M. Min'tonkaOct.17,1:30P.M. Mesaba. Oct. 10, 9 A.M. Min'apolis. Oct.24, 8 A.M. Only first class passengers carried.

FOR RATES, ETC., APPLY TO 1 BROADWAY. STEAMBOATS. TROY LINE "SARATOGA" or "CITY OF TROY" leaves West 16th St. Pier daily e P. M., except Saturday. Direct reliread connection at Troy for all points north and east. Sunday steamers louch at Albany.

Catskill, Hadson and Coxsackie. Boats every week day at Six P. M. from Mar-48 RAILROADS.

Pennsylvania STREET AND DESBROSSES AND CORT-

LANDT STREETS. Ortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where etherwise neted.

7.85 A. M.—FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville. Piss A. R.—PASI
Dining Cars. For Chicago, Indianapous
Louisville.

Sis A. M. S.T. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnatt,
Indianapolis, St. Louis. Dining Car.

10:28 A. M. PENNSYLYANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation
Compariment Cars. For Chicago, Cleveland,
Toledo and Detroit.

1:25 P. M. CHICAGO AND ST. LOUIS EXPRESS.
—For Toledo, Neghville cyta Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining
Car.

Car. Chicago Limited.—Pullman Sleep
Car. ville). Indianapolis, Chicago, St. Louis. Dining Car.
485 P. M. Chicago Limited.—Puliman Sleeping, Sanoking and Observation Cars. For Chicago, Tolede and Cleveland. Dining Car.
585 P. M. STI LOUIS EXPRESS.—For Pittaburg. Cincinnati, Isdianapolis, Louisville. St. Louis. Dining Car. For Cary, W. Va. (via Shemandoah Valley-Route).
585 P. M. WESTERN EXPRESS.—For Chicago For Toleda, except Saturday. Dining Car.
585 P. M. PACIFIC EXPRESS.—For Pittaburg. and Chicago. For Knoxville daily, via Shemandoah Valley Route. Connects for Cleveland. except Saturday.
578 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittaburg. Cleveland, Cincinnati, Indianapolis and St. Louis.

WAMMINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH. WAMERIGTON AND THE SOUTH.
725, 825, 925 (Dining Car), 10:10 (Desbresses and
Cortlands streets, 10:20), (Dining Car), 10:35 (Dining Car) a. m., 12:25 (Dining Car), 2:10 (Desbrosses
and Cortlands Streets, 2:20, 2:25 (Congressional
Limited* all Parior and Dining Cars, 3:25 (Dining Car), 4:25 (Dining Car), 4:35 (Dining Car),
9:25 p. m., 12:10 night. Sunday, 8:25, 9:25 (Dining
Car), 10:35 (Dining Car) a. m., 12:35 (Dining Car),
8:25 "Congressional Limited," all Parior and
Dising Cars, 3:25 (Dining Car), 4:25 (Dining Car),
4:35 (Desbrosses and Cortlands Streets, 5:15).
(Dining Car), 9:25 p. m., 12:10 night.
SOUTHERN RAILWAY—Express, 4:25 p. m., 12:10
night daily.

SOUTHERN RAILWAY Express, sas p. m., night daily.

ATLANTIC COAST LINE Express, 9:26 a. m. and 9:25 p. m., daily.

SEABOARD AIR LINE RAILWAY.—Express 12:55 p. m. and 12:10 night, daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m., daily.

CHESAPEARE AND OHIO RAILWAY.—7:55 a. m., week days and 4:55 p. m., daily. CHESAPEARE AND OHIO RAILWAY.—7:55 a. m., week days, and 4:55 p. m., daily.
POR OLD POINT COMPORT AND NORFOLE.—7:55 a. m., week days, and 8:55 p. m., daily.
ATLANTIC CITY -9:45 a. m. and 2:55 p. m., week days. Sundays, 7:56 a. m. Through Vestibuled Trains, Buffet Parior Cars and Standard Cosches on week days. Parior Smeking Car, Parior Cars, Dining Car and Standard Coaches on week days. Parior Smeking Car, Parior Cars, Dining Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m., week days.
Por points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8:55 a. m., 12:10, 2:28, 3:25, 4:10, 4:35 and 8:35 p. m., week days. Sundays, 9:25 a. m., 4:36 p. m. (from Desbroases and Corilands Streets), 9:00 a. m., 12:20, 2:20, 3:40, 4:20, 5:10 and 7:90 p. m., week days.
Sundays, 9:45 a. m., 5:00 p. m., week days.
FOR PHILADELPHIA.

12:20, 2:20, 3:40, 4:20, 5:10 and 7:30 p. m., week days. Sundays, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:86, 7:25, 7:55, 7:55 (Dining Car), 8:25, 8:55, 9:26 (Dining Car), (9:55 St. Louis Limited), 10:10 (Desbrosses and Cortlands Streets, 10:20) (Dining Car), 10:25 (Penna, Limited), 10:25 (Dining Car), 13:50 (Dining Car), 2:10 (Desbrosses and Cortlands streets, 2:20), 2:55, 3:25 (Dining Car), 2:35, 4:25 (Dining Car), 2:36 (Dining Car), 2:35 (Dining Car), 2:55 (Dining Car), 4:35 (Dining Car), 4:35 (Dining Car), 6:35, 7:35, 8:25, 8:25, 8:25, p. m., 12:10 night, week days. Sundays, 6:05, 7:25 (Dining Car), 8:25, 10:25 (Penna Limited), 10:35 (Dining Car), 8:25 (Dining Car), 2:35 (St. Louis Limited), 9:35 (St. Louis Limited), 9:35 (St. Louis Limited), 9:35 (St. Louis Limited), 9:35 (Dining Car), 3:35, 4:25 (Dining Car), 5:55 (Dining Car), 3:25 (Dining Car), 5:55 (Dining Car), 5:25 (Dining Car), 5:35 (Dining Car) General Manager. Pass'r Trame Manager.

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Moltke... Oct. 1, 10 AM | Deutschi'd.Oct. 18, 10 AM Pennsylva. Oct. 3, 8 PM Bluecher. Oct. 15, 10 AM F. Blismarck. Oct. 3, 10 AM Phrenicla. Oct. 17, 2 PM Patricla... Oct. 10, 7 AM | A. Victoria, Oct. 22, 10 AM | Daily, Including Studay. § Stops at 125th St.

From Grand Central Station.

By way of

Trains leave Frankin St. Station, New York, as follows, and 12 min. later foot West 42d st., N. R.:

Tains leave Frankin St. Station, New York Contral & Hudson River R. R., Leave., 250 P.M.

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Trains leave Frankin St. Station, New York Contral & Hudson River R. R., Leave., 250 P.M.

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Trains leave Frankin St. Station, New Tork, as follows, and 12 min. later foot West 42d st., N. R.:

100 P.M., "New London and Providence, 450 P.M.

1100 P.M., "New London and Providence, 450 P.M.

1100 P.M., "New London and Providence, 650 P.M.

1100 P.M., "New London and Providence, 1000 P.M.

1100 P.M From Grand Central Station. *Daily, Including Sunday. §Stops at 125th St. 11/1/ve-hour Limited, all parior cars: fare, Ne York and Boston, \$7, including parlor car seat. Through parlor and steeping cars by each train. Return service same hours and by same route. G. T. EEMPSTEAD, Gen. Pass. Agent.

> Lackawanna Railroad. Leave New York, foot Barelay and Christopher Sts. 18:00 A. M.—For Binghamion and Syracuse.
>
> 10:00 A. M.—For Buffalo, Chicago and St. Louis.
>
> 11:40 P. M.—For Buffalo and Chicago.
>
> 14:00 P. M.—For Buffalo and Chicago.
>
> 18:10 P. M.—For Ruffalo and Chicago.
>
> 18:15 P. M.—For Ruffalo and Chicago.
>
> 18:15 P. M.—Utica, Oswego, Ithaca, Buffalo.
>
> 12:00 A. M.—For Chicago—Sleepers open 9 P. M.
>
> Tickets at 107, 429, 1183 Broadway, N. Y.; 338
>
> Fulton st., Brooklyn. Pally, †Except Sunday.

Hudson River by Daylight

STEAMER MARY POWELL Leaving Desbrosses St. at 305 P. M., W. 22d St. 3:30 P. M. For Highland Falls, Cornwall, Newburgh, New Hamburg, Millon, Poughkeepste, Rondont and Kingston. Famous Mary Powell Orchestra. LAST

BOSTON AND POINTS IN NEW ENGLAND PALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern points. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R., foot Warren St., week days and Sundaya at 5:30 P. M.
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STONINGTON LINE for Stonlagton, Boston and East. Strs. MAINE and NEW HAMPSHIRE LIVE Pier 40, N. R., ft. Clarkson St., week days only at 6 P. M.
NORWICH LINE for New London, Norwich, Worcester, Boston, North and East. Strs. CITY OF LOWELL and CITY OF WORCESTER. Live Pier 40, N. R., ft. Clarkson St., week days only at 5:30 P. M.
NEW HAVEN LINE for New Haven, Hartford, Springleid and the North. Live Pier 40, N. R., ft. Clarkson St., week days only at 5:30 P. M.
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HARTFORD LINE from Pier 23 (New), East River, dally, except Sun-day, at 5 P. M., for Connecticus River Landings, con-geoting for Springfield, Holyoke, Noythfield and all New England points. Send for illustrated folder. BAIL BOADS

THE FOUR-TRACK TRUNK LINE.

VIA NIAGARA FALLS.

Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:
North and west bound trains, except those leaving Grand Central Station at 8:80, 11:30 A. M., 946, 8:30, 9:18, 11:30 P. M., will stop at 124th street to receive passengers ten minutes after leaving Grand Central Station.

All southbound trains except the "20th Central Station.
All southbound trains except the "20th Central Station of the Empire State Express" and Nos. 38 and 36 will stop at 125th at, ten minutes before their arriving time at Grand Central Station.

12.10

A. M.—(MIDNIGHT EXPRESS.—Bue Albany 3:55 A. M., Troy 6:40 A. M.

7.50

7.50

7.50

TREAL SPECIAL.

7.54

A. M.—"SYRACUSE LOCAL.—Steps at all important stations. A. M.—'ADIRONDACK, AND MONTREAL SPECIAL.

A. M.—'SYRACUSE LOCAL.—Stope at all important stations.

A. M.—'SYRACUSE LOCAL.—Stope at all important stations.

A. M.—'SERPIRE STATE EXPRESS.—
Most famous spain is see world. Dee Burials '148, Ningara Falls sen F. M.

A. M.—'FAST MAIL.—24 hours to Chicago.
Due Burialo '110, Ningara Falls sen F. M.

A. M.—'FAST MAIL.—24 hours to Chicago.

A. M.—'PAST MAIL.—24 hours to Chicago.

A. M.—'PAST MAIL.—24 hours to Chicago.

A. M.—'RUTLAND EXPRESS.—Makes local stops. Due Burialo 1:150 A. M.

P. M.—'SULTIAND EXPRESS.—Due Burialo 1:100 P. M., Ningara Palls 1:38 P. M.

P. M.—'SULTIAND EXPRESS.—Due Burialo 1:100 P. M., Ningara Palls 1:38 P. M.

P. M.—'SULTIAND EXPRESS.—Due Burialo P. M.—'SOUTHWESTERN LIMITED.—28 hours to Chicago via Lake Shore, 244 via M. C.

P. M.—"The 20th CENTURY LIMITED.—28 hours to Chicago via Lake Shore, 244 via M. C.

P. M.—"The 20th CENTURY LIMITED.—28 hours to Chicago via Lake Shore, 244 via M. C.

P. M.—"ALBANY AND TROY FLYER.—
Due Albany 460, Trey 7:05 P. M.—
P. M.—"ALBANY AND TROY FLYER.—
Due Cleveland 7:05 A. M., Cincinsti 1:28 hours to Chicago via Both L. S. and M. C.

P. M.—"WESTERN EXPRESS.—Va D.

E. H. or Rutland.

P. M.—"ADIRONDACK AND MONTREAL EXPRESS.

P. M.—"ADIRONDACK AND MONTREAL EXPRESS.—Va D.

E. H. or Rutland.

P. M.—"ADIRONDACK AND MONTREAL EXPRESS.—Va D.

E. H. or Rutland.

P. M.—"ADIRONDACK AND MONTREAL EXPRESS.—Va D.

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P. M.—"CHERE SEGRE I. LIMITED.—
Steeping car only for Roohester.

P. M.—"CARLE P. M. C. Chicago 34 hours by Michigan Contral, 38 hours by Michigan Contra 8.30 8.45 10.30 11.30 1.00 2.45 3.30 3.40 4.00 5.30 7.00

CIAL.
P. M.—PACIFIC EXPRESS.—Chicage 34 hours by Michigan Central, 38 hours by 9.30 hours by Michigan Central, and Lake Shore.

11.30 P. M.—CHICAGO THEATRE TRAIN.—Cape Vincent, Ogdensburg, Buffala, Detroit Chicago and St. Louis.

*Daily. †Except Sunday. †Except Menday.

7.30

8.00

9.15

9.20

9.30

BARLEM DIVISION.

9:06 A. M. and 8:35 P. M. daily, except Sunday, to Pittsfield and North Adams; Sundays at 2:30 A. M. Pullman cars on all through trains.
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New York Central and Hudson River R.R., Lessee.)

Trains leave Grand Central Station, Fourth
avenue and 42d street, New York, as follows:

19:04 A. M., 112:00 noon, "4:00 P. M., 11:00 P. M.,

arrive at Boston 3:00 P. M., 5:40 P. M., 10:00 P. M.,

1:15 A. M. arrive at Boston 3:00 P. M., 5:40 P. M., 10:00 P. M., 6:15 A. M.
Leave Boston 19:00 A. M., 112:00 noon, *4:00 P. M., *11:00 P. M., arrive at New York 3:20 P. M., 5:40 P. M., 10:00 P. M., 6:14 A. M.
Tickets at New York Central ticket offices, 167, 415 and 1216 Broadway and at Grand Central Station.
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EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M. Sundays, 24:25 A. M., 1:00, 5:39 P. M. WILKES-BARRE AND SCRANTON—24:00, 9:10 A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M. LAKEWOOD, LAKEHURST, TOMS REVER AND BARNEGAT—24:00, 9:40 A. M., 1:30 (8:40 Lakewood and Lakehurs only), 4:30 P. M. Sundays, 9:00 A. M. ATLANTIC CITY—10:40 A. M., 15:40 P. M. VINELAND AND BRIDGETON—124:00 A. M., 1:30 P. M. 11:30 P. M.
LONG BRANCH, ASBURY PARK, OCEAN
GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., 1:30
8:53, 4:45, 5:50, 6:30 (11:50 Asbury Park only)
P. M. Syindays, except Ocean Grove, 9:30 A. M., 4:00 P. M.
PHILADELPHIA — READING TERMINAL —

*4:25, 7:30, 18:00, *8:00, 10:00, 11:00 A. M., 112:00

*1:00, \$1:20, 1:20, 13:00, *3:00, *5:00, 18:00, 17:20,

\$4:00, \$1:20, \$1:25 Mdt.

24TH AND CHESTNUT STREETS—\$4:25, 18:20,

*10:30, *11:5 A. M. *1:00, 1*3:40, *5:00, *7:00, 19:25,

P. M. *12:15 Mdt. **10:30, **11:8 A. M. **:00, 1*3:40, *5:00, *7:00, 19:25, P. M. **:12:15 Md. **:12:

ROYAL BLUE LINE; NEW JERSEY CENTRAL R. R., PHILADEL PHIA AND READING RY, and BALTI-MORE AND OHIO R. R. Balto.-Washington. 19:25 AM 18:30 AM Buffet Balto.-Washington. 19:25 AM 18:30 AM Buffet Balto.-Washington. 19:25 AM 18:30 AM Diner Balto.-Washington. 19:25 AM 18:30 AM Diner Balto.-Washington. 19:35 PM 10:00 PM Diner Balto.-Washington. 19:35 PM 3:40 PM Diner Balto.-Washington. 19:35 PM 5:00 PM Diner Balto.-Washington. 19:30 nt. 19:35 PM 27:30 PM Diner Balto.-Washington. 19:30 nt. 19:35 PM 27:35 PM 27:35 PM 28:35 PM 28

Lv. New York City, South Ferry. Liberty St. Chicago, Pittsburg *12:10 nt. *12:15 nt. Chicago, Columbus. *12:55 pm. *1:00 pm. Diper Pittsburg. Cieveland *2:35 pm. *2:40 pm. Lim'd *Pittsburg. Limited** *0:55 pm. *7:500 pm. Buffet Cincinnati. St. Louis *12:15 nt. *12:15 nt. Sleeper Cincinnati. St. Louis *10:25 pm. *10:30 am. Diper Cincinnati. St. Louis *16:55 pm. *17:00 pm. Buffet Norfolk. ... *12:55 pm. *17:00 pm. Diper *10:81y. *Dally, except Sunitay. \$Sunday only. Offices: 107, 291, 434, 1909 Brondway, 6 Adv. House, 25 Union Square W. 391 Grand St., N. Y.; 313 Fulton Street. Brooklyn: South Ferry and Liberty Street. Baggage checked from hotel or residence to destination.

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